TIME IS IMPORTANT
Take TIME To Be SAFE

TRAINMASTERS

D. R. ANDERSON.....Dunsmuir
L. E. DUBOSE.....Dunsmuir
C. E. ALWARD.....Klamath Falls
F. J. DEON.....Alturas

ROAD FOREMEN OF ENGINES

T. B. WAGNER.....Dunsmuir
R. M. DICKSON.....Klamath Falls
M. R. FRIBERG.....Alturas

CHIEF TRAIN DISPATCHER

W. R. PETTY.....Dunsmuir

J. C. SLADE
Assistant Superintendent, Dunsmuir

SOUTHERN PACIFIC COMPANY

SHASTA DIVISION

TIMETABLE

65

EFFECTIVE SUNDAY, SEPTEMBER 28, 1958
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

W. D. LAMPRECHT,
General Manager.

E. D. MOODY,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
Superintendent of Transportation.

R. R. ROBINSON,
Superintendent

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. Vance M. Strange	Chief Surgeon
Dunsmuir	Dr. E. V. Anderson	District Physician and Surgeon
Dunsmuir	Dr. D. D. Todorovic	District Physician and Surgeon
Dunsmuir	Dr. J. W. Reynolds	Asst. Dist. Physician and Surgeon
Mt. Shasta	Dr. B. J. McGuire	District Physician and Surgeon
Weed	Dr. H. L. Vidricksen	Emergency Surgeon
Weed	Dr. Victor J. Thompson	Emergency Surgeon
Ashland	Dr. H. A. Woods	District Physician and Surgeon
Ashland	Dr. J. W. Bradshaw	Asst. Dist. Physician and Surgeon
Ashland	Dr. B. A. Cope	Oculist and Aurist
Red Bluff	Dr. J. L. Faulkner	District Physician and Surgeon
Red Bluff	Dr. Don E. Thompson	Asst. Dist. Physician and Surgeon
Red Bluff	Dr. R. G. Frey	District Physician and Surgeon
Redding	Dr. J. L. Price	District Physician and Surgeon
Redding	Dr. H. R. McVickers	Asst. Dist. Physician and Surgeon
Redding	Dr. Alex J. Otten	Oculist and Aurist
Gerber	Dr. R. G. Frey	District Physician and Surgeon
Dorris	Dr. C. R. Drader	Emergency Surgeon
Klamath Falls	Dr. Marvin Nerseth	Division Physician and Surgeon
Klamath Falls	Dr. R. H. Engelcke	District Physician and Surgeon
Klamath Falls	Dr. J. M. Adams	District Physician and Surgeon
Klamath Falls	Dr. E. E. Howard	District Physician and Surgeon
Klamath Falls	Dr. George Zupan	District Physician and Surgeon
Klamath Falls	Dr. R. W. Stearns	Oculist and Aurist
Merrill	Dr. F. E. Trotman	Emergency Physician and Surgeon
Tule Lake	Dr. Isaac Spomer	District Physician and Surgeon
Alturas	Dr. J. Paul McKenney	District Physician and Surgeon
Alturas	Dr. Phillip W. McKenney	Asst. Dist. Physician and Surgeon
Lakeview	Dr. C. E. Leithead	District Physician and Surgeon
Yreka	Dr. D. L. Meamber	Emergency Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL.....SAN FRANCISCO

EMERGENCY.....GERBER

WATCH INSPECTORS

San Francisco.....C. D. Fabrin, Manager of Time Service, 65 Market St.
Red Bluff.....Jones & Smith, G. C. Wilkins & Son
Redding.....Dobrowsky's
Dunsmuir.....L. L. Huddle
Mt. Shasta.....Donald D. Heppner
Weed.....Donald D. Heppner
Ashland.....Jas. B. Madison, B & J Jewelers
Klamath Falls.....J. C. Renie
Alturas.....Virgil Pratt
Lakeview.....B. H. Amos

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment:												
SP....	Box—Express.....	41′	24									
SP....	Baggage.....	60′	48	40								
SP....	Baggage.....	61′		45								
SP....	Baggage.....	66′	65	54								
SP....	Baggage.....	70′	63									
SP....	Baggage and Mail....	60′	56									
SP....	Baggage and Mail....	66′	68	60								
SP....	Baggage and Mail....	69′	64									
SP....	Baggage and Mail....	70′	66									
SP....	Baggage and Psgr....	60′	51									
SP....	Baggage and Psgr....	61′		58								
SP....	Baggage—Horse.....	70′	67									
SP....	Baggage—Horse.....	80′	75									
SP....	Postal.....	40′	42									
SP....	Postal.....	60′	59									
SP....	Postal—Storage.....	60′	54									
SP....	Postal—Storage.....	61′	61									
SP....	Club.....	75′			83				80			
SP....	Club.....	77′				100				92		
SP....	Chair.....	60′	53		70				67			
SP....	Chair.....	72′			82		80		79		80	
SP....	Chair.....	73′			78				75			
SP....	Chair.....	74′			90		85	98	87		85	90
SP....	Coach.....	60′	50		67				64			
SP....	Coach.....	70′			78		76		75		76	
SP....	Coach.....	72′	60		81		79		78		79	
SP....	Coach.....	74′			87				84			
SP....	All Day Lunch.....	60′	51		63				60			
SP....	Cafe—Lounge.....	72′			86				83			
SP....	Diner.....	73′	79									
SP....	Diner.....	77′			92	100	85		89	92	85	
SP....	Diner.....	79′					88				88	
SP....	Diner.....	80′				105				97		
SP....	Lounge.....	75′			85		80		82		80	
SP....	Lounge.....	80′			95		93		92		93	
SP....	Observation—Lounge.	75′					94				94	
SP....	Observation—Smoking	69′		78								
SP....	Observation—Smoking	72′			83				80			
SP....	Observation—Smoking	74′	78									
SP....	Official.....	Var.	79	79			96				96	
Pull...	Standard Sleeper.....	"			92	90		93	89	90		93
Pull...	Lounge.....	"			90	88		89	87	88		89
Pull...	Troop Sleeper.....	"	38									
Pull...	Troop Kitchen.....	"	39									
USA..	Kitchen.....	"	40									
USA..	Ward.....	"			90	87			87	79		
USA..	Dressing.....	"			86				83			
USA..	Mortuary.....	"	79									
USA..	Hospital (89200-01)...	"			84				81			
USA..	Hospital (89340-52)...	"			78				75			

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment—Con't.												
UP...	Box—Express.....	41′	22									
UP...	Baggage.....	69′	62									
UP...	Baggage.....	81′	68									
UP...	Baggage—Dormitory..	81′			76		79		73		79	
UP...	Chair.....	70′				86		89		78		86
UP...	Chair.....	74′						88				80
UP...	Club—Lounge.....	75′				92				83		
UP...	Diner.....	80′				95				87		
UP...	Lounge.....	70′						86				78
CNW.	Baggage.....	66′	68									
CNW.	Coach.....	66′					57				57	
CNW.	Diner.....	66′				88				87		
CRIP.	Express.....	41′	25									
CRIP.	Baggage.....	60′	53									
CRIP.	Baggage.....	66′	65									
CRIP.	Baggage.....	70′	68									
CRIP.	Dormitory.....	70′					78				78	
CRIP.	Chair.....	70′			82				79			
CRIP.	Coach.....	74′			82				79			
CRIP.	Club.....	75′			95				92			
CRIP.	Diner.....	80′					95				95	
Light Weight Equipment:												
SP....	Baggage.....	Var.	65									
SP....	Baggage—Postal.....	"	69									
SP....	Baggage—30 ft. Postal	"	69									
SP....	Baggage—60 ft. Postal	"	62									
SP....	Baggage—Dormitory..	"				71	64			61	64	
SP....	Chair.....	"				71	63	64		60	63	56
SP....	Chair (Articulated)...	"					99	95			99	88
SP....	Chair—Baggage.....	"						63				55
SP....	Diner.....	"				77	72	64		66	72	56
SP....	Diner (Triplex).....	"					159	174			159	150
SP....	Tavern.....	"					62	65			62	57
SP....	Coffee Shop—Lounge.	"				77	72			66	72	
SP....	Lounge.....	"				74	66			61	66	
SP....	Parlor.....	"						65				57
SP....	Parlor—Observation..	"					58	62			58	54
SP....	Sleeping Cars.....	"				80				70		
Pull...	Sleeping Cars.....	"				65	68	62		65	68	62
UP...	Bage—Dorm (C of SF)	82′					62				62	
UP...	Bage—Dorm (C of SF)	76′				79				71		
UP...	Chair.....	75′				64				56		
UP...	Club—Lounge.....	75′				66				58		
CRIP.	Baggage and Mail....	70′	52									
CRIP.	Dormitory.....	83′					61				61	
CRIP.	Chair.....	80′					61				61	
CRIP.	Diner.....	80′					64				64	
CRIP.	Diner.....	83′					68				68	
CRIP.	Coffee Shop—Lounge.	83′					69				69	

CODE: ACI: Air Conditioned—Ice System
ACEM: Air Conditioned—Electro-Mechanical System
ACW: Air Conditioned—Waukesha System
ACS: Air Conditioned—Steam Ejector System

EASTWARD

Capacity of sidings	SECOND CLASS 624 Freight	SECOND CLASS 622 Freight	SECOND CLASS 620 Freight	FIRST CLASS 12 Cascade	FIRST CLASS 376 Merchandise	FIRST CLASS 10 Shasta Daylight	FIRST CLASS 378 Pacific Coast Expediter	FIRST CLASS 20 Passenger (c)	Mile Post Location	Timetable No. 65 September 28, 1958 STATIONS	Distance from Gerber
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Tue. Wed., Thurs.	Leave Daily	Lv. Tue. Wed., Thurs.	Leave Daily			
Yard Limits BKWDYP	PM 4.30	AM 8.30	AM 12.30	PM 8.30	PM 1.40	AM 11.27	AM 3.30	AM 2.40	213.8	TO-R **GERBER**	0.0
Yard Limits P									214.8	1.0 **KISKA**	1.0
Yard Limits P									215.8	1.0 **PROBERTA**	2.0
98 P	4.43	8.43	12.43	8.36	1.46	11.33	3.36	2.46	218.9	3.1 **RAWSON**	5.1
Yd. Lmts 54 P								s 2.51	223.4	TO 4.5 **RED BLUFF**	9.6
Yd. Lmts 97 P	4.52	8.52	12.52	8.42	1.53	11.39	3.43	2.58	224.5	1.1 **GLADE**	10.7
97 P	5.02	9.02	1.02	8.47	**1.58**	11.44	3.48	3.04	228.9	4.4 **BLUNT**	15.1
105 P	5.14	9.14	1.14	8.52	2.03	11.49	3.53	3.10	233.6	4.7 **HOOKER**	19.8
97 P	5.22	9.22	1.22	8.58	2.10	AM 11.55	4.00	s 3.18	240.4	6.8 **COTTONWOOD**	26.6
104 P	5.27	9.27	1.27		2.14		4.04	3.23	244.2	3.8 **CULP**	30.4
100 P	5.31	9.31	1.31	9.04	2.17	PM 12.01	4.07	s 3.28	247.1	TO 2.9 **ANDERSON**	33.3
104 P	5.40	9.40	1.40	9.09	2.24	12.06	**4.14**	3.35	253.5	6.4 **GIRVAN**	39.7
Yard Limits 177 BKWIP	5.48	AM 9.48	1.48	s 9.16	2.29	s 12.14	4.20	s 3.40	258.2	TO 4.7 **REDDING**	44.4
102 P									263.0	4.8 **SILVERTHORN**	49.2
100 P									266.3	3.3 **CENTRAL VALLEY**	52.5
100 P									270.4	4.1 **McCOLL**	56.6
120 P									277.6	7.2 **O'BRIEN**	63.8
100 P									281.2	3.6 **MEAD**	67.4
101 YP								c	285.7	4.5 **LAKEHEAD**	71.9
104 P									289.8 296.7	4.1 **DELTA**	76.0
110 P									300.2	3.5 **LAMOINE**	79.5
98 P									304.0	3.8 **GIBSON**	83.3
106 P									309.4	5.4 **SIMS**	88.7
108 P									313.1	3.7 **CONANT**	92.4
Yard Limits 115 P									318.3	5.2 **CASTLE CRAG**	97.6
Yard Limits BKP	8.30 PM	12.30 PM	4.30 AM		4.05 PM		s 6.10 AM		321.2	R 2.9 **DUNSMUIR YARD**	100.5
Yard Limits BDKTP				s 10.50 PM		s 1.45 PM		s 5.50 AM	322.1	TO-R 0.9 **DUNSMUIR**	101.4
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tue. Wed., Thurs.	Arrive Daily	Ar. Tue. Wed., Thurs.	Arrive Daily		(101.4)	
	624	622	620	12	376	10	378	20			

Automatic Block Signal System

Centralized Traffic Control

RULE 5. Time at Gerber applies at station sign.
Time for westward first-class trains applies at train-order signal Redding.

RULE S-72. Exception: No. 12 is superior to No. 377.
No. 10 is superior to No. 19.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
..	..	273.2	Pitbridge	14359
..	P	306.0	Fisher	14385
15	P	315.3	Castella	14395
30	P	316.1	Dirigo	14396
			Matheson Branch	
..	..	262.3	Kesdam	14654
..	..	268.0	Motion	14660

Timetable No. 65
September 28, 1958

WESTWARD
FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Dunsmuir	11 Cascade	19 Passenger	9 Shasta Daylight	377 Pacific Coast Expediter
				Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tue., Wed. Thur., Sat.
213.8	TO-R GERBER 1.0	11707	101.4	AM s 4.53	PM s 2.40	PM s 7.22	PM s 10.50
214.8	KISKA 1.0	14301	100.4				
215.8	PROBERTA 3.1	14302	99.4				
218.9	RAWSON 4.5	14305	96.3	4.46	2.28	7.13	10.43
223.4	TO RED BLUFF 1.1	14310	91.8		s 2.15		
224.5	GLADE 4.4	14311	90.7	4.40	2.10	7.06	10.35
228.9	BLUNT 4.7	14315	86.3	4.36	1.58	7.02	10.29
233.6	HOOKER 6.8	14320	81.6	4.31	1.52	6.57	10.23
240.4	COTTONWOOD 3.8	14327	74.8	4.25	s 1.43	6.51	10.15
244.2	CULP 2.9	14330	71.0	4.22	1.39		10.11
247.1	TO ANDERSON 6.4	14333	68.1	4.19	s 1.31	6.45	10.08
253.5	GIRVAN 4.7	14340	61.7	4.14	1.26	6.40	10.01
258.2	TO REDDING 4.8	14344	57.0	s 4.10 AM	s 1.20 PM	s 6.35	9.55 PM
263.0	SILVERTHORN 3.3	14349	52.2				
266.3	CENTRAL VALLEY 4.1	14353	48.9				
270.4	McCOLL 7.2	14357	44.8				
277.6	O'BRIEN 3.6	14364	37.6				
281.2	MEAD 4.5	14367	34.0				
285.7	LAKEHEAD 4.1	14372	29.5				
289.8 296.7	DELTA 3.5	14376	25.4				
300.2	LAMOINE 3.8	14380	21.9				
304.0	GIBSON 5.4	14383	18.1				
309.4	SIMS 3.7	14389	12.7				
313.1	CONANT 5.2	14392	9.0				
318.3	CASTLE CRAG 2.9	14398	3.8				
321.2	R DUNSMUIR YARD 0.9	14401	0.9				8.00 PM
322.1	TO-R DUNSMUIR	14402	0.0	2.30 AM	11.30 AM	5.05 PM	
	(101.4)			Leave Daily	Leave Daily	Leave Daily	Lv. Tue., Wed. Thur., Sat.
				11	19	9	377

Automatic Block Signal System

Centralized Traffic Control

RULE 5. Time at Gerber applies at station sign.
Time for westward first-class trains at Redding applies at train-order signal.

RULE S-72. Exception: No. 12 is superior to No. 377.
No. 10 is superior to No. 19.

Timetable No. 65
September 28, 1958

Matheson Branch

Capacity of sidings	EASTWARD Mile Post Location	STATIONS	Station Number	WESTWARD Distance from Coram
Yard Limits BKWIP	258.2	TO REDDING	14344	14.5
26 P	261.0	2.8 MIDDLE CREEK	14653	11.7
15 P	263.2	2.2 KETT	14655	9.5
P	268.9 267.2	5.7 MATHESON	14659	3.8
27 P	271.0	3.8 CORAM	14663	0.0
		(14.5)		

BLACK BUTTE SUBDIVISION

EASTWARD

Timetable No. 65
September 28, 1958

Capacity of sidings		SECOND CLASS 634 Freight Leave Daily	632 Freight Leave Daily	630 Freight Leave Daily	FIRST CLASS 12 Cascade Leave Daily	376 Merchandise Leave Tues., Wed., Thurs.	10 Shasta Daylight Leave Daily	20 Passenger (c) Leave Daily	378 Pacific Coast Expediter Leave Tues., Wed., Thurs.	Mile Post Location	STATIONS	Distance from Dunsmuir Yard
Yard Limits	BKP					PM 4.10			AM 6.20	321.2	R DUNSMUIR YARD	0.0
Yard Limits	BKDTP				PM 10.57		PM 1.50	AM 6.25		322.1	0.9 TO-R DUNSMUIR	0.9
Yard Limits 109	P									326.1	4.0 SMALL	4.9
144	P									331.4	5.3 MOTT	10.2
116	P									333.5	2.1 AZALEA	12.3
94	WP							s 7.00		336.7	3.2 MOUNT SHASTA	15.5
111	P									339.1	2.4 UPTON	17.9
116	P									342.0 342.3	2.9 DEETZ	20.8
Yard Limits 230	WYP	PM 7.10	AM 11.10	AM 3.10	11.42	5.05	2.33	7.30	7.10	345.1 345.2	2.8 TO BLACK BUTTE	23.6
103	P	7.27	11.27	3.27	PM 11.54	5.17	2.45	7.43	7.22	352.2	7.0 HOTLUM	30.6
102	P	7.38	11.38	3.38	AM 12.02	5.25	2.53	7.52	7.30	357.2	5.0 BOLAM	35.6
103	P	7.45	11.45	3.45	12.07	5.31	2.58	7.58	7.36	360.7	3.5 ANDESITE	39.1
107	P	7.52	AM 11.52	3.52	12.13	5.39	3.04	8.05	7.44	364.8	4.1 COUGAR	43.2
E 107 W 113	WYP	8.10	PM 12.10	4.10	12.19	5.45	3.09	8.12	7.50	368.5	3.7 TO GRASS LAKE	46.9
95	P	8.18	12.18	4.18	12.24	5.51	3.15	8.18	7.56	373.1	4.6 ERICKSON	51.5
107	P	8.23	12.23	4.23	12.28	5.56	3.19	8.23	8.01	377.2	4.1 PENOYAR	55.6
100	P	8.29	12.29	4.29	**12.33**	**6.01**	**3.24**	f 8.28	8.07	381.9	4.7 BRAY	60.3
73	P	8.34	12.34	4.34	12.38	6.08	3.30	8.33	8.13	386.0	4.1 KEGG	64.4
105	P	8.39	12.39	4.39	12.43	6.14	3.35	**8.40**	8.19	390.0	4.0 JEROME	68.4
90	P	8.44	12.44	4.44	12.47	6.19	3.40	c 8.45	8.23	394.0	4.0 MT. HEBRON	72.4
	P							s		396.7	2.7 TO MACDOEL	75.1
100	P	8.49	12.49	4.49	12.51	6.25	3.46	8.53	**8.30**	398.3	1.6 SOMERSET	76.7
104	P	8.54	12.54	4.54	12.55	6.30	3.52	8.59	8.37	402.6	4.3 MAY	81.0
Yard Limits 114	P	9.00	1.00	5.00	12.59	6.35	3.57	s 9.05	8.43	407.1	4.5 TO DORRIS	85.5
101	P	9.11	1.11	5.11	1.09	6.46	4.08	9.28	8.55	415.6	8.5 WORDEN	94.0
96	P	9.20	1.20	5.20	1.15	6.54	4.14	9.35	9.03	422.3	6.7 MIDLAND	100.7
Yard Limits	P				1.19	6.58	4.18	9.39	9.08	426.2	3.9 TEXUM	104.6
Yard Limits	BKDYP	9.30 PM	1.30 PM	5.30 AM		s 7.10 PM			s 9.20 AM	428.7	2.5 TO-R KLAMATH FALLS YARD	107.1
Yard Limits	BKDTP				s 1.25 AM		s 4.30 PM	s 9.45 AM		429.5	0.8 R KLAMATH FALLS	107.9
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Wed., Thurs.	Arrive Daily	Arrive Daily	Arrive Tues., Wed., Thurs.		(107.9)	
		634	**632**	**630**	**12**	**376**	**10**	**20**	**378**			

Automatic Block Signal System

Centralized Traffic Control

RULE S-72. Exception: No. 10 is superior to No. 377.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
9W	P	327.6	Cantara.....(Spur)	14407
20W	P	335.1	Pioneer.....(Spur)	14414
...	..	380.6	Leaf.....	14460
211E	P	386.9	Kegg Pit.....(6 tracks)	14465

Timetable No. 65
September 28, 1958

WESTWARD
FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Klamath Falls	19 Passenger (c)	9 Shasta Daylight	377 Pacific Coast Expediter	11 Cascade
				Arrive Daily	Arrive Daily	Ar. Tue., Wed. Thur., Sat.	Arrive Daily
321.2	R DUNSMUIR YARD 0.9	14401	107.9			PM s 7.50	
322.1	TO-R DUNSMUIR 4.0	14402	107.0	AM s 11.00	PM s 5.00		AM s 2.20
326.1	SMALL 5.3	14406	103.0				
331.4	MOTT 2.1	14411	97.7				
333.5	AZALEA 3.2	14413	95.6				
336.7	MOUNT SHASTA 2.4	14416	92.4	s 10.05			
339.1	UPTON 2.9	14418	90.0				
342.0 342.3	DEETZ 2.8	14421	87.1				
345.1 345.2	TO BLACK BUTTE 7.0	14424	84.3	9.50	4.16	6.59	1.26
352.2	HOTLUM 5.0	14431	77.3	9.38	4.04	6.47	1.14
357.2	BOLAM 3.5	14436	72.3	9.30	3.56	6.39	1.06
360.7	ANDESITE 4.1	14440	68.8	9.24	3.51	6.34	1.01
364.8	COUGAR 3.7	14444	64.7	9.18	3.45	6.27	12.55
368.5	TO GRASS LAKE 4.6	14447	61.0	9.12	3.40	6.22	12.50
373.1	ERICKSON 4.1	14452	56.4	9.05	3.34	6.14	12.45
377.2	PENOYAR 4.7	14456	52.3	8.58	3.29	6.08	12.40
381.9	BRAY 4.1	14461	47.6	s 8.51	**3.24**	**6.01**	**12.33**
386.0	KEGG 4.0	14465	43.5	8.45	3.19	5.53	
390.0	JEROME 4.0	14469	39.5	**8.40**	3.14	5.47	12.19
394.0	MT. HEBRON 2.7	14473	35.5	c 8.35	3.10	5.43	
396.7	TO MACDOEL 1.6	14476	32.8	s 8.32			
398.3	SOMERSET 4.3	14477	31.2	**8.30**	3.06	5.38	12.12
402.6	MAY 4.5	14482	26.9	8.25	3.02	5.33	
407.1	TO DORRIS 8.5	14486	22.4	s 8.20	2.58	5.28	12.04 AM
415.6	WORDEN 6.7	14495	13.9	8.06	2.48	5.17	11.55 PM
422.3	MIDLAND 3.9	14501	7.2	8.00	2.42	5.09	11.49
426.2	TEXUM 2.5	14505	3.3				
428.7	TO-R KLAMATH FALLS YARD 0.8	14508	0.8			5.00 PM	
429.5	R KLAMATH FALLS	14509	0.0	7.50 AM	2.35 PM		11.43 PM
	(107.9)			Leave Daily	Leave Daily	Lv. Tue., Wed. Thur., Sat.	Leave Daily
				19	9	377	11

Automatic Block Signal System — Centralized Traffic Control

RULE S-72. Exception: No. 10 is superior to No. 377.

RULE 86-B. Westward extra trains originating Klamath Falls Yard are not required to clear Timetable Schedule Time of No. 377 between Klamath Falls Yard and Dorris.

BLACK BUTTE SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS 638 Freight Leave Daily	SECOND CLASS 636 Freight Leave Daily	Mile Post Location	Timetable No. 65 September 28, 1958 STATIONS	Station Number	Distance from Ashland
Yard Limits 230 WYP	PM 6.30	AM 7.00	345.2	TO **BLACK BUTTE**	14424	85.1
			347.0	1.8 **IGERNA**	14702	83.3
			345.8			
Yard Limits 98 BKYP	6.45	7.15	348.4	2.6 TO-R **WEED**	14704	80.7
41 P	7.00	7.30	353.4	5.0 **EDGEWOOD**	14709	75.7
65 P	7.20	7.50	361.0	7.6 **GAZELLE**	14717	68.1
Yard Limits 62 KP	7.45	8.15	375.5	14.5 TO **MONTAGUE**	14732	53.6
61 P	7.53	8.23	380.7	5.2 **SNOWDON**	14737	48.4
Yard Limits 71 YP	8.25	8.55	393.1	12.4 TO **HORNBROOK**	14749	36.0
Yard Limits 46 P	8.55	9.25	401.8	8.7 TO **HILT**	14758	27.3
74 P	9.30	10.00	412.2	10.4 **SISKIYOU**	14768	16.9
66 P	10.15	10.45	422.9	10.7 **MISTLETOE**	14779	6.2
Yard Limits BDKTP	10.40 PM	11.10 AM	429.1	6.2 TO-R **ASHLAND**	14785	0.0
	Arrive Daily	Arrive Daily		(85.1)		
	638	636				

Automatic Block Signal System

WESTWARD

ADDITIONAL STATIONS

Capacity and Direction of entry into spurs		Mile Post	NAME	Station Number
15E	P	369.1	Grenada	14725
20E	P	386.2	Ager (Spur)	14742
..	P	407.4	Gregory	14763
..	P	419.3	Steinman	14775
6E	..	426.8	Belleview (Spur)	14783

EASTWARD Capacity of sidings	Mile Post Location	Timetable No. 65 September 28, 1958 STATIONS	Station Number	Distance from Klamath Falls	WESTWARD SECOND CLASS 551 Freight Arrive Daily	553 Freight Arrive Daily	555 Freight Arrive Daily	651 Freight Arrive Daily	653 Freight Arrive Daily	655 Freight Arrive Daily
Yard Limits BKDYP	358.7	TO-R WENDEL	13783	185.7				AM 9.40	PM 5.40	AM 1.40
64 P	365.6	6.9 VIEWLAND	13790	178.8				9.15	5.15	1.15
99 P	374.7	9.1 KARLO	13799	179.7				8.55	4.55	12.55
Yard Limits 112 YP	392.5	17.8 CREST	13816	161.9				8.05	4.05	12.05 AM
100 P	397.9	TO 5.4 RAVENDALE	13822	156.5				7.35	3.35	11.35 PM
117 P	408.1	10.2 MORAN	13832	146.3				7.20	3.20	11.20
79 P	418.9	10.8 MADELINE	13843	135.5				7.04	3.04	11.04
112 P	423.3	4.4 SAGE HEN	13847	131.1				6.50	2.50	10.50
112 KP	438.7	TO 15.4 LIKELY	13863	115.7				5.50	1.50	9.50
Yard Limits BKWDYP	456.9 458.3	TO-R 18.2 ALTURAS	13881	97.5	AM 5.05	PM 1.05	PM 9.05	5.20 AM	1.20 PM	9.20 PM
94 YP	477.7	TO 19.4 CANBY	14819	78.1	4.30	12.30 PM	8.30			
75 P	485.4	7.7 AMBROSE	14827	70.4	3.55	11.55 AM	7.55			
74 P	493.6	8.2 HACKAMORE	14835	62.2	3.25	11.25	7.25			
98 YP	506.1	12.5 PEREZ	14848	49.7	2.50	10.50	6.50			
71 P	515.4	9.3 CORNELL	14857	40.4	2.36	10.36	6.36			
71 P	524.3	8.9 STRONGHOLD	14866	31.5	2.24	10.24	6.24			
Yard Limits 39 P	529.7	TO 5.4 TULE LAKE	14871	26.1	2.16	10.16	6.16			
96 P	533.2	3.5 HATFIELD	14875	22.6	2.11	10.11	6.11			
71 P	537.9	TO 4.7 MERRILL	14880	17.9	2.05	10.05	6.05			
Yard Limits BDKYP	555.0 428.7	TO-R 17.1 KLAMATH FALLS YARD	14508	0.8	1.30 AM	9.30 AM	5.30 PM			
Yard Limits BDKTYP	429.5	R 0.8 KLAMATH FALLS	14509	0.0						
		(185.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					551	553	555	651	653	655

EASTWARD Capacity of sidings	Mile Post Location	Timetable No. 65 September 28, 1958 Lakeview Branch STATIONS	Station Number	Distance from Lakeview	WESTWARD
Yard Limits BKWDYP	458.3 456.8	TO-R ALTURAS	13881	55.5	
Yard Limits YP	512.3	55.5 TO LAKEVIEW	14956	0.0	
		(55.5)			

RULE 5. Time at Alturas applies at train-order office.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
			Alturas line	
65	P	383.6	Secret	13808
11E	P	388.0	Horse Lake (Spur)	13812
..	..	404.7	Termo	13829
26E	P	434.0	Indian Camp (Spur)	13858
13E	P	443.6	Bayley (Spur)	13868
9W	P	446.4	McArthur (Spur)	13870
59	P	459.9	Juniper	14802
69	P	470.6	Fletcher	14812
71	P	500.8	Meares	14843
34E	..	520.3	Copic (Spur)	14862
..	P	521.9	Staley	14864
..	..	525.6	Homestead	14867
16E	..	527.7	Tuber (Spur)	14869
50	..	536.0	Malone	14878
13E	..	541.0	Lost River (Spur)	14883
33	..	543.8	Hosley	14886
71	P	547.1	Stukel	14889
4E	..	548.1	Gem (Spur)	14890
5E	..	550.3	Spring Lake (Spur)	14892
			Lakeview Branch	
..	P	466.9	Surprise	13910
21	P	478.6	Davis Creek	14922
19	..	491.2	Willow Ranch	14934
..	..	498.2	Fairport	14941

EASTWARD

FIRST CLASS

Timetable No. 65
September 28, 1958

Capacity of sidings	376 Merchandise	10 Shasta Daylight	20 Passenger	378 Pacific Coast Expediter	12 Cascade	Mile Post Location	STATIONS	Distance from Klamath Falls
	Leave Tues., Wed., Thurs.	Leave Daily	Leave Daily	Leave Tues., Wed., Thurs.	Leave Daily			
Yard Limits BDKTP	PM 7.40	PM 4.40	AM 10.20	AM 10.00	AM 1.35	429.5	R KLAMATH FALLS 2.4	0
P						431.9	CHELSEA 2.2	2.4
119 P						434.1	WOCUS 4.8	4.6
121 P						438.9	ALGOMA 8.3	9.4
121 P						447.2	MODOC POINT 9.5	17.7
121 P			s 10.50			456.7	CHILOQUIN 8.6	27.2
140 P						465.3	CALIMUS 5.0	35.8
121 YP						470.3	KIRK 4.2	40.8
121 P						474.5	FUEGO 8.9	45.0
121 P						483.4	LENZ 4.8	53.9
P						488.2	MAZAMA 4.4	58.7
121 P						492.6	YAMSAY 5.4	63.1
121 P						498.0	DIAMOND LAKE 5.3	68.5
190 BKP	9.05		s AM 11.45			503.3	TO CHEMULT 3.9	73.8
YP						506.6	PAUNINA 7.6	77.7
130 P						514.8	MOWICH 9.2	85.3
121 P						524.0	UMLI 4.6	94.5
Yard Limits Psgr. 45 BKWOYP	10.10 PM	6.30 PM	s 12.40 PM	12.10 PM	3.20 AM	528.6	TO-R CRESCENT LAKE	99.1
	Ar. Tue. Wed., Thurs.	Arrive Daily	Arrive Daily	Ar. Tue. Wed., Thurs.	Arrive Daily		(99.1)	
	376	10	20	378	12			

Automatic Block Signal System

Centralized Traffic Control

RULE 5. Passenger siding at Crescent Lake is between main track and station building.

Freight trains on siding Chemult for passenger trains must provide passageway for passengers to station, member of crew to be stationed at the cut. Train must not be recoupled until all passengers have passed to station side.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
4-tracks 146-E P	451.8	Lobert	14531
.. ..	458.0	Pine Ridge	14537
66 P	513.2	Gilchrist Jct	14593
.. ..	519.5	Kotan	14598

Timetable No. 65
September 28, 1958

WESTWARD
FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Crescent Lake	19 Passenger	9 Shasta Daylight	377 Pacific Coast Expediter	11 Cascade
				Arrive Daily	Arrive Daily	Ar. Tue., Wed. Thurs., Sat.	Arrive Daily
429.5	R **KLAMATH FALLS** 2.4	14509	99.1	AM	PM	PM	PM
				s 7.25	s 2.25	s 4.40	s 11.33
431.9	**CHELSEA** 2.2	14511	96.7	7.10	2.15	4.25	11.20
434.1	**WOCUS** 4.8	14513	94.5				
438.9	**ALGOMA** 8.3	14518	89.7				
447.2	**MODOC POINT** 9.5	14526	81.4				
456.7	**CHILOQUIN** 8.6	14536	71.9	s 6.42			
465.3	**CALIMUS** 5.0	14544	63.3				
470.3	**KIRK** 4.2	14549	58.3				
474.5	**FUEGO** 8.9	14553	54.1				
483.4	**LENZ** 4.8	14562	45.2				
488.2	**MAZAMA** 4.4	14567	40.4				
492.6	**YAMSAY** 5.4	14572	36.0				
498.0	**DIAMOND LAKE** 5.3	14577	30.6				
503.3	TO **CHEMULT** 3.9	14582	25.3	s 5.50			
506.6	**PAUNINA** 7.6	14586	21.4				
514.8	**MOWICH** 9.2	14594	13.8				
524.0	**UMLI** 4.6	14603	4.6				
528.6	TO-R **CRESCENT LAKE**	14608	0.0	5.19 AM	12.44 PM	2.40 PM	9.50 PM
	(99.1)			Leave Daily	Leave Daily	Lv. Tue., Wed. Thurs., Sat.	Leave Daily
				19	9	377	11

Automatic Block Signal System

Centralized Traffic Control

RULE 5. Passenger siding at Crescent Lake is between main track and station building.

Freight trains on siding Chemult for passenger trains must provide passageway for passengers to station, member of crew to be stationed at the cut. Train must not be recoupled until all passengers have passed to station side.

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
19	Mt. Hebron	Stop if necessary	Daily except Sun.			To exchange U. S. Mail
20	Lakehead	Stop if necessary	Daily			To dispatch parcel post
20	Mt. Hebron	Stop	Daily except Sun. and Holidays			To exchange U. S. Mail

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction except as noted on pages 2, 3, 4 and 5.

RULE 105. Sidings designated "E" in capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains.

Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—REDDING SUBDIVISION

RULE 82-A. Dunsmuir Yard: Westward trains originating, except No. 377, will display indicators as extra trains between Dunsmuir Yard and Redding as indicated by engine number of the lead unit and are authorized as extra trains between Dunsmuir Yard and Redding without obtaining a clearance at Dunsmuir Yard. No. 377 is authorized to display indicators and assume schedule for No. 377 without obtaining a clearance at Dunsmuir Yard.

RULE 83 (A). At the following stations, only the trains indicated will register:

Dunsmuir Yard ....
Dunsmuir ..... } Trains originating or terminating.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Dunsmuir—Nos. 9, 10, 11 and 12.

RULE 93. Second- and third-class and extra trains arriving Gerber may proceed on main track when proceed signal received from yardman. A proceed signal will be an indication that protection has been provided against first-class trains.

RULE 105. Redding. Siding is first track on freight station side of main track extending from MP 258.68 to MP 257.00.

Track on passenger station side of main track is designated as No. 1 track and must be left clear of cars for use in meeting or passing trains unless otherwise instructed by train dispatcher. Capacity 93 cars.

RULE 221. Dunsmuir is a train-order office for trains originating only.

Train orders covering loads of excess width and/or height may be delivered by messenger to conductor of trains originating at Dunsmuir Yard without a clearance.

RULE 82 (A). First-class trains and sections thereof authorized on the Black Butte or Kirk Subdivisions and operating through Klamath Falls will not take down indicators or signals, if any, on arrival at Klamath Falls. Display of indicators and signals, if any, on first-class trains and sections thereof at Klamath Falls will indicate that such trains are authorized on the Black Butte or Kirk Subdivisions and are not required to obtain clearance at Klamath Falls.

Eastward trains originating at Dunsmuir Yard will display indicators and signals, if any, between Dunsmuir Yard and Black Butte which may also be displayed east of Black Butte via Hotlum or Igerna unless superseded by train order or clearance at Black Butte without obtaining a clearance at Dunsmuir Yard. Yardmaster at Dunsmuir Yard will advise conductor and/or engineer indication and signals, if any.

RULE 83. Eastward trains must obtain train-order check of overdue superior trains at Black Butte, but may identify opposing trains between west and east switches Black Butte, and may identify eastward superior trains between train-order office and east switch Black Butte.

RULE 83 (A). At the following stations only the trains indicated will register:

Dunsmuir Yard Dunsmuir Klamath Falls Yard Weed	Trains originating or terminating.
Klamath Falls.....	First-class trains and Extra Passenger trains.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Dunsmuir — Nos. 9, 10, 11 and 12.

RULE 105. Black Butte. Siskiyou siding extends from connection to controlled siding at west switch Black Butte to connection to controlled siding opposite east water column. West switch is dual controlled, east switch hand operated. Westward trains must not enter Siskiyou siding without permission from dispatcher.

Grass Lake. Track on station side of main track is westward siding. Westward trains taking siding, stop east of west switch house track. Track on opposite side of main track is eastward siding.

Siskiyou. When a westward train is holding main track to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel.

RULE 208. Black Butte. Fourth paragraph will not apply to eastward trains via Hotlum and train-order operator may place such orders on delivery post for delivery to the restricted train before such train has stopped but CTC train dispatcher must not clear eastward absolute signal at east switch until such train has stopped or restriction has expired.

Klamath Falls Yard. Train dispatcher must not issue a train order at Klamath Falls Yard which restricts the movement of a westward train originating at Klamath Falls until assured by the operator that flashing light on signal 4293 has not been displayed.

RULE 221. Dunsmuir is a train-order office for trains originating only.

Train orders covering loads of excess width and/or height may be delivered by messenger to conductor of trains originating at Dunsmuir Yard without a clearance. Eastward trains originating at Dunsmuir Yard must pass Dunsmuir prepared to pick up train orders covering loads of excess width and/or height without a clearance when operator is on station platform with such orders for delivery.

Klamath Falls Yard is a train-order office for trains originating and terminating; and for westward trains originating at Klamath Falls when flashing light on signal 4293 is not displayed. Unit for display of flashing light installed on signal 4293 and when flashing light is not displayed westward trains originating at Klamath Falls must obtain a clearance, OK'd by Chief Train Dispatcher, at Klamath Falls Yard.

When there are no orders to be delivered at Klamath Falls Yard for westward trains originating at Klamath Falls, operator must obtain permission from train dispatcher to display flashing light on signal 4293. Permission must be obtained from train dispatcher and light displayed sufficiently in advance of departure time to avoid delay to trains.

When orders are to be delivered at Klamath Falls Yard to Westward trains originating at Klamath Falls, speed of train must not exceed 20 MPH passing the office, and when it cannot be seen that operator has orders ready for delivery, train must stop to clear west lead switch Klamath Falls Yard until a clearance has been obtained and it has been ascertained the train is not restricted at Klamath Falls Yard.

RULE 82 (A). First-class trains and sections thereof authorized on the Black Butte or Kirk Subdivisions and operating through Klamath Falls will not take down indicators or signals, if any, on arrival at Klamath Falls. Display of indicators and signals, if any, on first-class trains and sections thereof at Klamath Falls will indicate that such trains are authorized on the Black Butte or Kirk Subdivisions and are not required to obtain clearance at Klamath Falls.

Eastward extra trains originating will display indicators as extra trains between Klamath Falls and Crescent Lake as indicated by engine number of the lead unit and are authorized as extra trains between Klamath Falls and Crescent Lake without obtaining a clearance at Klamath Falls.

RULE 83. Westward extra trains will identify westward first-class trains between Crescent Lake and Klamath Falls.

RULE 83 (A). At the following station only the trains indicated will register:

Klamath Falls....First-class trains and extra passenger trains.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Crescent Lake....First-class trains.

RULE 85. Sections of first-class schedules must not pass or run ahead of another section of the same schedule without first exchanging number and signals.

RULE 221. Chemult is a train-order office for Westward GNRy trains only.